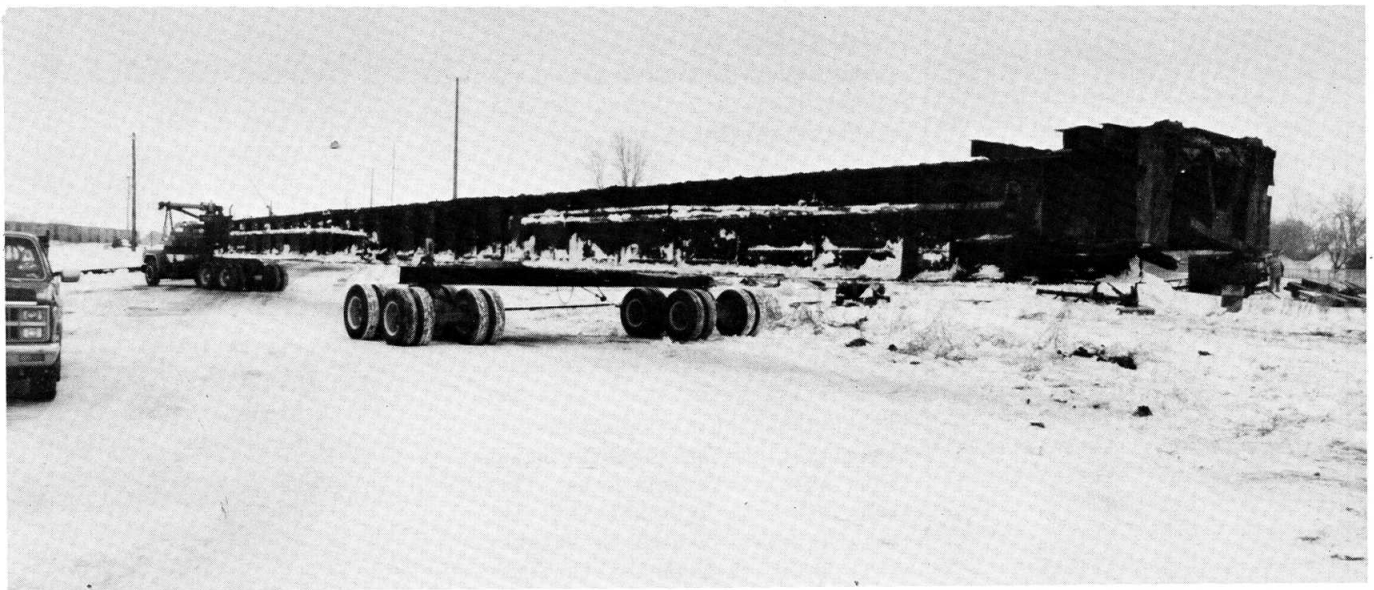




Minnesota Transportation Museum, Inc.

MINNEGAZETTE

March 1988



Official Publication of the

**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

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CIRCULATION

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SUBMISSIONS

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MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962, to acquire, restore, maintain, exhibit, and operate historical artifacts of land transportation. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, and the Stillwater & St. Paul Railroad in Stillwater, Minnesota.

Jackson Street Roundhouse (612) 228-0263

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VP/Traction Curt Allen
VP/Railroad Kenneth Snyder
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About the Front Cover

Loading the Turntable at
Dilworth

Bill Graham Photo.

Unloading the Turntable at
Jackson Street Roundhouse
Hudson Leighton Photo.

Editorial

What's in a name?

Names, be they of people, places, or businesses, play an important part in what we conceive them to be. They can either bring to mind strong stigmas, or evoke positive or negative stereotypes. In either case they give us an idea of what things are like before we even see them. For instance, what would come to mind if you heard someone was from the town of Pig's Eye? Yet that's what the city of St. Paul was once known as.

As operation began on our railroad line in Stillwater, the roadname of one

of the line's predecessor roads was chosen, the **Stillwater & St. Paul**. The name has a certain ring to it and relates to the area in which the line runs. The importance of establishing MTM's presence in Stillwater has been made quite clear. But there is more to establishing our presence than just running trains. The museum as a whole is known as the **Minnesota Transportation Museum, Inc** but, as is the case with the **Como Harriet Streetcar** line, each aspect of the museum has its own identity that the public relates to.

Working towards establishing a presence in Stillwater should include incorporating the S&STP identity into our Stillwater operation. Mentioning Stillwater & St. Paul should immediately bring to people's minds the MTM's rail line at Stillwater. I hope that the powers at be will keep this in mind as they continue their debate whether or not to drop the use of the Stillwater & St. Paul name.

A particular name can greatly effect

1988 Meeting Schedule

This is your official notice of Museum membership meetings scheduled for 1988. Please note them on your calendar or appointment book. The meeting schedule will appear in the **Minnegazette**, but separate notices will not be mailed for each meeting during the year. All meetings will begin at 7:30 p.m.

March 21: Park Center Senior High School,
7300 Brooklyn Blvd., Brooklyn Park.
Note this meeting falls on a Monday.

May 24: Prudential Building,
3701 Wayzata Blvd., Minneapolis.

July 26: Jackson Street Roundhouse,
193 E Pennsylvania Avenue, St Paul.
Bring Lawn Chair.

September 27: Air National Guard Auditorium,
Fort Snelling.

November 22: Annual Meeting & Election of 1989
Museum Officers,
Northwestern national Life Building,
Washington & Marquette Avenues, Minneapolis.

the way in which the public views something. The S&StP name is geographically and historically appropriate. It is important that we chose and stick with an identity for the Stillwater line if we are to effectively establish our presence.

Although establishing a presence and identity for our railroad is important we cannot lose sight of the museum's original purpose. To paraphrase the purpose of the museum set forth in the by-laws; the purpose of the museum shall be to acquire, restore, operate and maintain, items of land transportation, with particular emphasis on their role in Minnesota history, for the education and enjoyment of the general public, and museum members.

Recently, proposals have been made to paint and letter some of the railroad equipment in either **Minnesota Transportation Museum Ry.** or **Stillwater & St. Paul** schemes. The rationale behind the proposal is the fact that we are not the **Northern Pacific**, the **Dan Patch Lines**, or any other roadname that may appear on the letter boards of our equipment but, are instead the **Minnesota Transportation Museum** or the **Stillwater & St. Paul**.

While that may be true, we can't lose sight of our original purpose in order to establish an identity for our railroad. We have to decide what we want. It would seem that we want to restore vintage rail equipment to an appearance that is accurate for a particular period of time in its life. In addition to just restoring this equipment it would appear that we desire to operate this equipment for the public, disregarding the fact that there may be a caboose in a passenger train, or **Great Northern**, **Northern Pacific**,

and **Rock Island** passenger cars mixed together. Isn't that the idea of the museum? Where else can one see rail equipment of railroads that are now gone, running, and appearing the way they would have in regular service? The point is not that we aren't the roads that appear on the letter boards nor is it the fact that it isn't prototype to operate mismatched roadnames. Instead we should keep in mind the idea of an operating museum. In the past that is what has set MTM apart from many other rail museums and is the reason many members have joined.

It is important to establish the fact that we are the MTM and not the NP or BN and so forth but painting our rail equipment, any of it in our own paint scheme is not the way to go about it. Every piece of equipment is a museum piece and should be thought of as such, be it a diesel, or the observation car "Gopher". We should strive to make our name known so when we are in Stillwater or out on an excursion the public will know that it is us and not one of the local railroads but marketing our identity should be the solution. Included in our identity should be the fact that our equipment is restored as accurately as possible to its appearance at a point in its life not just conveniently painted and lettered to meet our needs.

Think about it next time someone mentions that we should paint all our equipment in **Empire Builder** colors or apply our roadname, it may look nice but does it really fit in with our original purpose. Names can affect impressions. What does museum in **Minnesota Transportation Museum** mean to you?

Jeffrey Braun
Editor

Presidents Message

The Railroad Division is in a period of transition, and there has been disagreement about its role. It has always been responsible for the restoration of railroad rolling stock, and continues to have that role. When it was created however, MTM was running mainline excursions and was looking for a permanent operating site. This has completely changed.

Due to the insurance crisis, mainline excursions have been on hold for a couple of years, and it is unclear whether any railroad will allow us to run one. Even if they do, our lightweight passenger cars all need repair. It is doubtful that we could put together a train this year. Even if we could, I think we have learned not to plan an excursion unless the money is paid up front by the passengers or whoever charts us.

That doesn't mean we can't run trains. The Stillwater & St. Paul is a fine and scenic line. The Board has approved a budget that features operations at Stillwater every weekend from Memorial Day to the end of October. This is a big enough job to keep everyone busy.

So where does this leave the Railroad Division? My guess is that the Railroad Division will do three things this year:

1. Provide Equipment for Stillwater.
2. Work on the Jackson Street Roundhouse.
3. If anyone has any energy left after the first two, there is still grant money to restore other rolling stock.

And you know, that ought to be enough. It's time to be realistic about what we can handle and what we can't handle. Let's concentrate on doing fewer things and doing them better.

Aaron Isaacs
President

Announcements:

The seasons for the **Como Harriet Streetcar** and the **Stillwater & St. Paul Railroad** will start Memorial Day weekend **May 28 - 30, 1988.**

The 1988 **TRAIN** convention will be at the California Railroad museum in Sacramento, CA, on **November 3 - 6, 1988.**

Letters

I have just sent in my membership for 1988. I have never written to the **Minnegazette** before, but the situation the museum is in today compels me to state my hope for the Museum's future.

I was attracted to the museum originally by the Lake Harriet Trolley. I think that a museum operation that the public finds so useful and fun, like the Lake Harriet Trolley is always a guaranteed success.

When our operations are fun for the public they succeed. To learn how people rate our various attractions, ask them. Remember that most people are not railfans but they can be if they enjoy our operations.

I also believe that our operations should strive to break even, for only then are we good stewards of our members contributions. The financial statements shown in the last issue of the **Minnegazette** tell me a lot. I think that there is a direct correlation between how well the various divisions satisfy the public and the figures along side Net Income (loss).

The more that the Museum in all of its divisions is run like a business, with public satisfaction goal number one, the more I can assure you that I will remain an Active member of the MTM

John Dillery
Active Member since 1978

THE TRIALS AND TRIBULATIONS OF NP 328

I am writing this letter in response to a letter to the editor of the **Minnegazette** asking why NP 328 had not been running recently. The editor responded that NP 328 had made four runs in 1987, an unannounced shake-down run, two days at Stillwater and finally at the Minnesota Commercial picnic, which was not open to the public. This response, while factually

correct, does not even begin to tell the true story of the problems we have encountered, not only in 1987, but really beginning in 1985.

While NP 328 had a successful year running in 1985, it was apparent that there were major problems with the tubes and rear tube sheet, which would require that the boiler be re-tubed.

While the Railroad Division was trying to find funding to re-tube the boiler, another difficulty descended on us: the insurance crisis. The result of these problems was that NP 328 didn't run at all during 1986. We were able to get funding for re-tubing NP 328, but first we had to get FRA approval. Inspector Azzi, the only qualified steam locomotive inspector in the Midwest came up from Chicago, spent two hours inspecting the locomotive inside and out and approved it for re-tubing.

The locomotive was re-tubed by Moorhead Boiler in the summer of 1986 at a cost of \$13,000, hydrostatically tested and the boiler pronounced fit for service. Unfortunately due to the "Insurance Crisis", NP 328 was not run during 1986.

During the winter of 1986-87, the major work performed on NP 328 was the renewal of the brake rigging. The first scheduled run was to be the Andersen Window Picnic, to be followed by Lumberjack Days in Stillwater. Before we were ready for revenue runs, we scheduled an unannounced shakedown and training run to the Twin Cities Arsenal on July 11. Except for the inevitable minor steam leaks, 328 performed flawlessly. Hearing the whistle for the first time in two years was a truly memorable experience.

Having successfully completed her trial run, 328 was ready for a month of running, beginning with the Andersen Window picnic, and Lumberjack Days in Stillwater. On the Thursday before the picnic we arrived at the roundhouse at 8 p.m. to roll her out and light her off.

Unfortunately our arrival coincided with the arrival of what was to later

be called the "Superstorm". In the intense rainfall the roundhouse developed innumerable leaks, the wye was under water and the turntable pit filled up. We readied the locomotive as much as we could, but at midnight I went home, leaving **Mike Reardon** in charge with instructions to call me when it stopped raining and was dry enough to roll her out. At 4 a.m. the call came and we filled her boiler up with air and ran her out onto the turntable.

Despite over a foot of water in the pit, the turntable turned and we pulled 328 down to the first switch. Pushing her back uphill toward the roundhouse, the Plymouth switcher stalled on the wet rail due to non-functional sanders. We had to sand the rails by hand and by 5 a.m. were able to light her off. At 7:30 the **Minnesota Commercial** towed 328 down to Raymond Avenue Yard to be picked up by **Burlington Northern's** Transfer #1. At 3 p.m. we were informed that Transfer #1 would not run due to a washout in the main line. We sadly returned 328 to the roundhouse under her own steam.

It was two weeks before we were able to arrange for 328 to be towed out to Stillwater, where she was to run for several weeks. After being successfully ferried to Stillwater, 328 derailed on her first revenue run while backing down the hill near Stone Bridge due to bad track. Every available hand was pressed into service and the 150 feet of track torn up was repaired in six hours. The next day on the third run 328 went on the ground again between Hazel Street and the Hwy 95 bridge, again due to bad track. This time only 15 feet of track were damaged and 328 was re-railed and the track repaired in less than two hours. After this debacle it was decided by John Stein, VP of the Stillwater Division that 328 could not run on the track in its present condition and she was sent back to St. Paul.

The final run of NP 328 was at the Minnesota Commercial Railroad company picnic. Due to insurance problems the run was not open to the public. She made five runs between

the roundhouse and Raymond Avenue Yard and performed flawlessly, much to the delight of the employees and their families. The newly repainted LST&T 102 was also displayed at this affair and drew rave reviews. A week later 328 was drained, the boiler washed-out and the engine was put to bed for the winter.

In conclusion, there are two reasons 328 has not been seen as much as we would have liked: The insurance crisis which prevented us from running mainline excursions as we had previously, and the condition of the track at Stillwater. The insurance situation is improving, and we are hoping to be able to run excursions in the future.

However the track at Stillwater is still questionable. Less maintenance was performed in 1986 because we didn't run that year, and there has been increased wear from the dinner train and extremely wet weather which damaged ties and ballast.

I feel that the most important thing which members can do to help see NP 328 running regularly again is to go out and work on the track at Stillwater. When the track is ready, 328 will be ready.

Jeff Garry

Board Of Directors

The Board of Directors took the following actions at it's **January 12, 1988**, meeting:

1. **Arthur Pew, Robert Ball, & Lowell Saterbak** were confirmed as Directors at Large.
2. Acquisitions and Dispositions Committee appointed **Hudson Leighton** Chair.
3. Long Range planning Committee Appointed **Nick Modders** Chair.

The Board of Directors took the following actions at it's **February 16, 1988**, meeting:

1. Voted to accept Milwaukee Cut Spreader.
2. Approved the Traction Budget.

3. Approved the Stillwater Budget.

4. Approved the General Fund Budget.

5. **Byron Olsen** was confirmed as a Director at Large.

Railroad Report

Jackson Street Roundhouse has been buzzing with activity the past two months. Many projects have been moving right along.

During the months of January and February, contractors installed two switches west of the new building. MTM track crews have since laid track from the switches west to the mainline connection. This will allow three tracks to be laid east into the

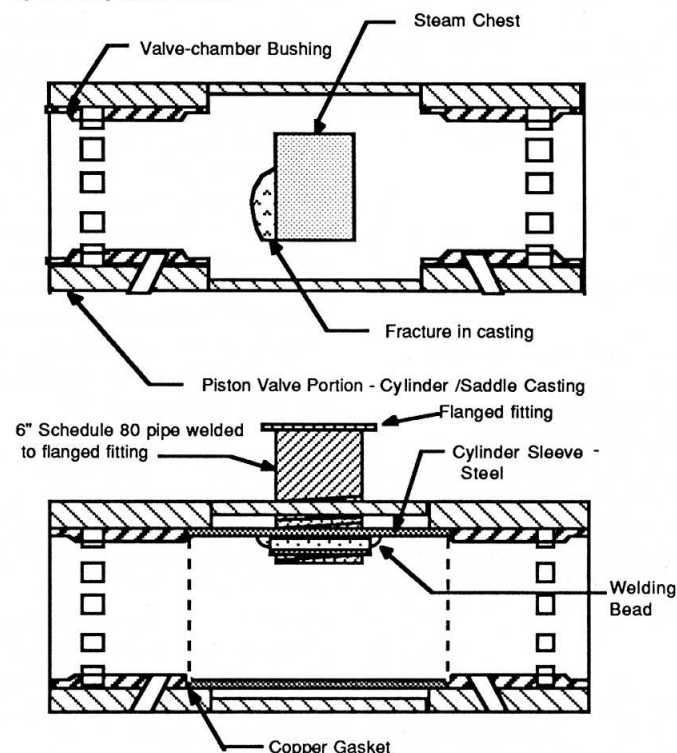
new building. Work is also progressing inside the garage area of the roundhouse, organizing parts, tools, and equipment in our new shop.

Does everyone remember our second Northern Pacific steam locomotive number 2156? Our what? Yes, it has been quite a while since anything has been said about NP 2156. That's because not much work has been performed on the locomotive since the discovery three years ago of a rather good sized piece of cast iron that had cracked and broken out of the steam passage in the steam chest. Now, after three years of research and debate it is hoped we have hit upon a suitable repair procedure and can resume work on the locomotive after it arrives at Jackson Street Roundhouse from the Minnesota Commercial roundhouse where it now resides.

PROPOSED CYLINDER REPAIR FOR NP 2156

By Jeff Garry and R.L. Renz

NOT TO SCALE



The proposed repair consists of removing the Valve-chamber Bushings, Machining about 1\" off the inside end of each bushing and pressing a steel sleeve into the seat thus created. A copper gasket seals the sleeve to the bushings. Steam is admitted to the by means of a pipe threaded into a reinforcement in the sleeve.

Right now a crew is working to repair the engine truck so it can be placed back under the locomotive and allow it to be moved to Jackson Street. Expect to hear more about 2156 in coming issues.

We are working on the seats from the two Rock Island commuter coaches, all of which are badly worn. Anyone interested in helping to re-upholster seat cushions and backs is welcome to join in the work.

On a more serious note,

ALL personnel working at the Jackson Street Roundhouse will be required to wear: hardhats, eye protection, and proper footwear (safety shoes).

Some people have voiced their opinions against this policy but we have to remember that our safety is our first and foremost concern. If you need a hardhat contact Vice President Railroad, **Ken Snyder** who has some for sale.

If everyone adheres to the safety rules we can have fun working on and around the railroad equipment and be safe too.

Ken Snyder
VP Railroad

Traction Report

The Traction Division will be placing an order for cane Motorman / Conductor hats, Providing that a minimum order of 12 hats are ordered. Hats will be The same style currently used by most of the operators at Como-Harriet. The cost is \$30 including tax. If you are interested in ordering a hat, the deadline is Monday April 11, 1988

Please make out your check to Minnesota Transportation Museum Inc. Be sure to include your hat size, If minimum order is met, allow 4-6 weeks for delivery. send to:

Curt L. Allen
Vice President Traction,
1460 West 34th St.
Minneapolis, MN 55408.

Jackson Street Coordinator Report



Jackson Street Roundhouse west yard February 1988
Jeff Garry Photo

1239 Arrives

Former Twin City Lines Car 1239 was the first item of museum rolling stock to arrive at Jackson Street Roundhouse, January 18. **Karl Jones** will be Project manager for the restoration of this car as an exhibit, to be made operational sometime in the future. The first stage of work for display is expected to take two to three years and cost about \$6,000. Members who wish to work on the project should contact Karl.

This will be a fun project, and you are invited to participate.

Turntable Arrives

It is the biggest, if not the heaviest load MTM has ever moved, and today it sits in the yard at Jackson Street Roundhouse. Like the birthing of an elephant, this acquisition was neither fast, easy, or simple. First came the question of how to move it from Dilworth across the state to St Paul. **Burlington Northern Railroad** was called in after only one trucker was willing to undertake a highway haul, for which he wanted \$11,000 exclusive of loading.

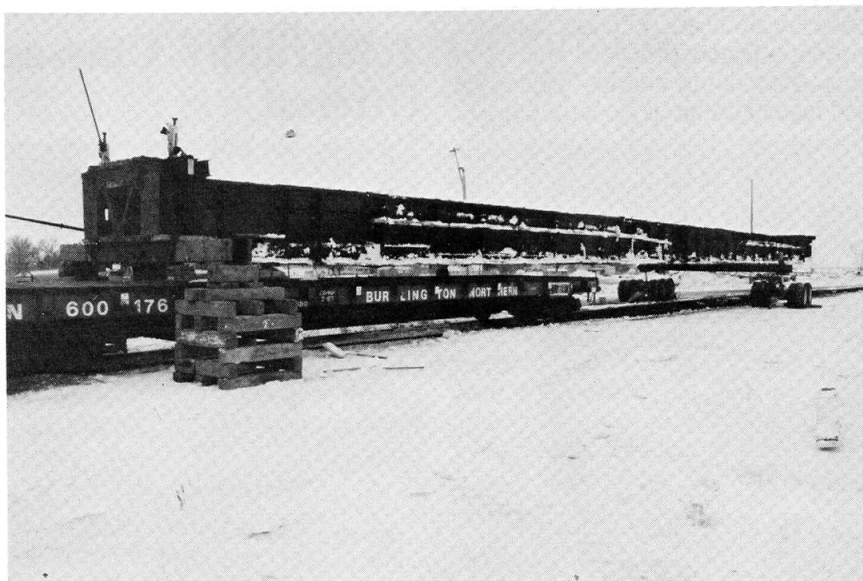
Naturally enough, BN does not ordi-

narily publish tariffs on moving turntables around Minnesota. **Gene Corby** persuaded them to publish one especially for MTM: \$1,000 good until March 1. **Nick Schmitt** of Wyndmere, ND, bid low for loading the table and ancillaries onto BN's cars. He began work on January 18.

Laying on the ground where the Dilworth roundhouse had stood, it looked like a beached ship or something deserving of a decent burial. It is 125 feet long, enough to turn one of the Northern Pacific 2-8+8-4 "Yellowstone" articulated steam locomotives. Stripped of casters, motors, control gear and tower, Schmitt guessed the weight at about 90 tons, which he later corroborated with data from his jacking equipment.

On Monday the four man crew used small hydraulic jacks powered from a three-horse gas engine to first raise one end of the table onto a highway tractor's fifth wheel. That finished the first day.

Next morning **Schmitt** raised the other end of the table, slid a large I-beam under it, and rolled house-moving dollies under each end of the I-beam. Tape measures and levels were everywhere to be very



Loading the turntable at Dilworth. Bill Graham Photo

sure that the grimey hulk, now suspended five feet in the air, made no surprise moves.

Burlington Northern sent a loading expert from Overland Park, KS, to supervise the work at Dilworth. His first decision was to discard two of the three specially ordered flatcars because of their cushion draft gear. He replaced them with conventional flats which the mechanical department inspected and serviced as if their jobs depended on it. They obviously wanted no enroute surprises.

After lunch on Tuesday, with the

cars spotted on a house track 200 feet from the turntable, **Schmitt** rolled the turntable to a location astraddle the track, and then gingerly eased the flatcars underneath. By nightfall, the turntable lay across three flat cars with the center car serving as an idler. BN employees loaded the other parts into a gondola, including a recently rebuilt motor brought from the basement of the stores building.

On Wednesday, **Schmitt** tied things down under the watchful eye of BN's expert, who ordered a 30-mph speed restriction on the four-car consist.

The plan was to move on a way freight to Staples, and later on another way freight to Northtown Yard in Minneapolis. The cars sat in Dilworth yard for two weeks, however, until a wary BN decided on a special train movement all the way to Union Yard, Minneapolis. All for \$1,000.

The consist arrived over MTM's new track at Jackson Street Roundhouse on February 11. Four house movers quickly gave estimates for unloading, and the job went for \$2,000 to **Terry Semple**, one of MTM's neighbors. Terry and one helper slid the turntable to its temporary resting place by February 14, and KARE TV carried the story on its nightly news.

The turntable thankfully is prominent enough that no one will trip over it. Thanks to members who helped out, to each of the Jackson Street Roundhouse contributors and to **Gene Corby** and **Art Pew** for making the purchase and move possible. Finally, thanks to **Burlington Northern** for their help and concessionary charge.

Bill Graham
Jackson Street Coordinator

Acquisitions & Dispositions Committee

The Board of Directors has appointed a new Acquisitions and Dispositions Committee. They will be: **Bill Cordes**, **John Diers**, **Ross Hammond**, **Hudson Leighton** (Chairman), and **Norm Podas**. If you find a particular piece you feel the Museum should investigate for possible acquisition, please ask a member of the committee for an acquisitions questionnaire. Fill it out and send it to the chairman, **Hudson Leighton**. All the members of the committee are in the directory so give them a call. They won't know you've found something unless you tell them.

Hudson Leighton
Chairman

Got A Question?

**Just Dial
228-0263**

Ever wonder what's happening at **Stillwater**, **Jackson Street Roundhouse**, **Lake Harriet** or **Waite Park** this weekend? Where are volunteers needed, and what will they be doing? Not sure who to call, and can't find your **Minnegazette** that might (or might not) give you the answer?

MTM had you in mind when we installed a telephone line with a regularly up-dated information message. The message is frequently up dated to help members stay up to the minute on what's happening, where and when. Phone numbers are included for those who still want more information.

Stillwater Report



The Minnesota Zephyr began its 1988 season February 14th. Hudson Leighton Photo

Notes from the Editor

The last issue of the **Minnegazette** asked for a new editor because Aaron Isaacs felt that editing the **Minnegazette** and being the MTM President would be just a little too much for one person to handle. Since then, I have volunteered for the job.

I have been an active member for a little over ten years. Although I occasionally help out at the streetcar line, I spend most of my time working with the Railroad Division.

Because the MTM is dedicated to preserving railroad history with particular emphasis on rail history in Minnesota, I would like to see in upcoming issues more feature articles related to Minnesota transportation, and related subjects including photos when available.

I am looking forward to working with everyone on the **Minnegazette** staff and hope to continue the tradition of excellence.

The **Minnegazette** archives are growing and will be the basis for the

museum archives. Please consider writing a feature article or sending in some interesting photos (Minnesota and regional subjects) to the editor.

In order to give the Editor and his staff more time to work on the **Minnegazette** without it becoming a full time job, publication will be with this issue, become quarterly. We hope this will allow us to make the **Minnegazette** a little larger and even better than the already excellent quality it has had throughout the past years. So if you only get four **Minnegazettes** this year don't worry because that is all there will be

You can expect the 1988 issues after these dates: Spring, March 14; Summer June 27; Fall September 12; and Winter, December 12.

Between the spring and summer issues and the summer and fall issues we'll be sending out a one page newsletter that will contain MTM news pertaining to museum activities, operations, training or any other museum business. We hope this will accomplish the task of bringing you the news before it happens instead of after.

If you are interested in writing a article for the **Minnegazette** drop us a line and we will send you a copy of the style sheet.

Now for some fun.

We are having a **CONTEST!**

In the pre-production planning stages we have been referring to the new newsletter as the **Microgazette**. Everyone here hates that name, so here is your chance for fame and fortune. Think up a good name for our new newsletter and send it along with your name to the Editor by no later than April 18, 1988. The person whose entry is chosen will win one, rusty, scrap, track spike (Streetcar or Railroad your choice) and must pick up their prize in person at the **Jackson Street Roundhouse**. In case of a tie duplicate prizes will be awarded. The winner will be announced in the first issue. So put on those thinking caps.

Jeffery Braun
Editor

Telegraphy Classes Offered

The following was passed along by member **Bill Marshall**.

What do celebrities; **Gene Autry**, **Andrew Carnegie**, **Thomas Edison**, **Chet Huntley**, and MTM members; **Bob Branchaud**, **Merle Haugen**, and **Bill Marshall** have in common? They all began their careers as Morse telegraphers.

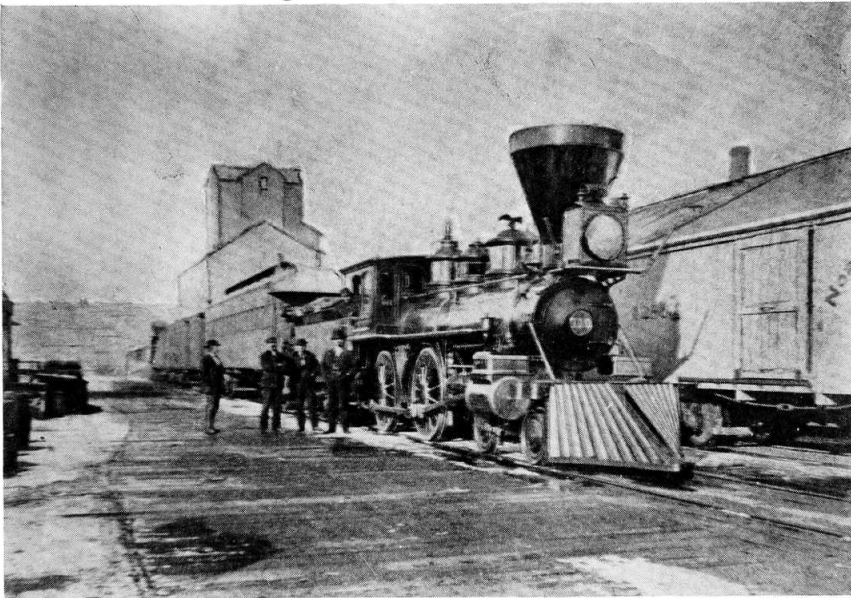
Have you ever secretly dreamed of being a brass pounder? Well here's your chance. Because several MTM members have expressed interest in learning Morse telegraphy, **Bob**, **Merle**, and **Bill**, will be offering classes to MTM members this summer at the **Minnehaha Depot**.

Students will be asked to purchase a tape cassette at cost, which will contain tutorial information related to Morse telegraphy starting at square one. The tape begins with about ten minutes of telegraph sounds before the introduction to Morse code. This is to help students distinguish between dots and dashes. Students will learn Morse code from this tape and will move on to additional tapes as the course progresses.

Practicing Morse code will take place at the **Minnehaha Depot** along with receiving individual help. Later, students will have the opportunity to send messages back and forth to each other over the wire. Although it would help to have your own practice set it is not necessary. Students also will learn some telegraphy history such as the difference between Morse and Vail telegraphy and more.

So if you're interested in becoming a cub telegrapher or would like to help dub tapes for students please contact **Bill Marshall**. (612) 729-4940

Stillwater's Railroads 1870 – 1988



First train in Stillwater on land granted to the S&StP by John McKusick Jan 1, 1871 Minnesota Historical Society Photo



Stillwater Junction near (co. Rds. 16 & 67) south of Stillwater
(Also called "Segal" on maps) circa 1900
Built in 1870

Tracks in foreground are coming from St. Paul
Tracks on right are going to Hudson
Minnesota Historical Society Photo

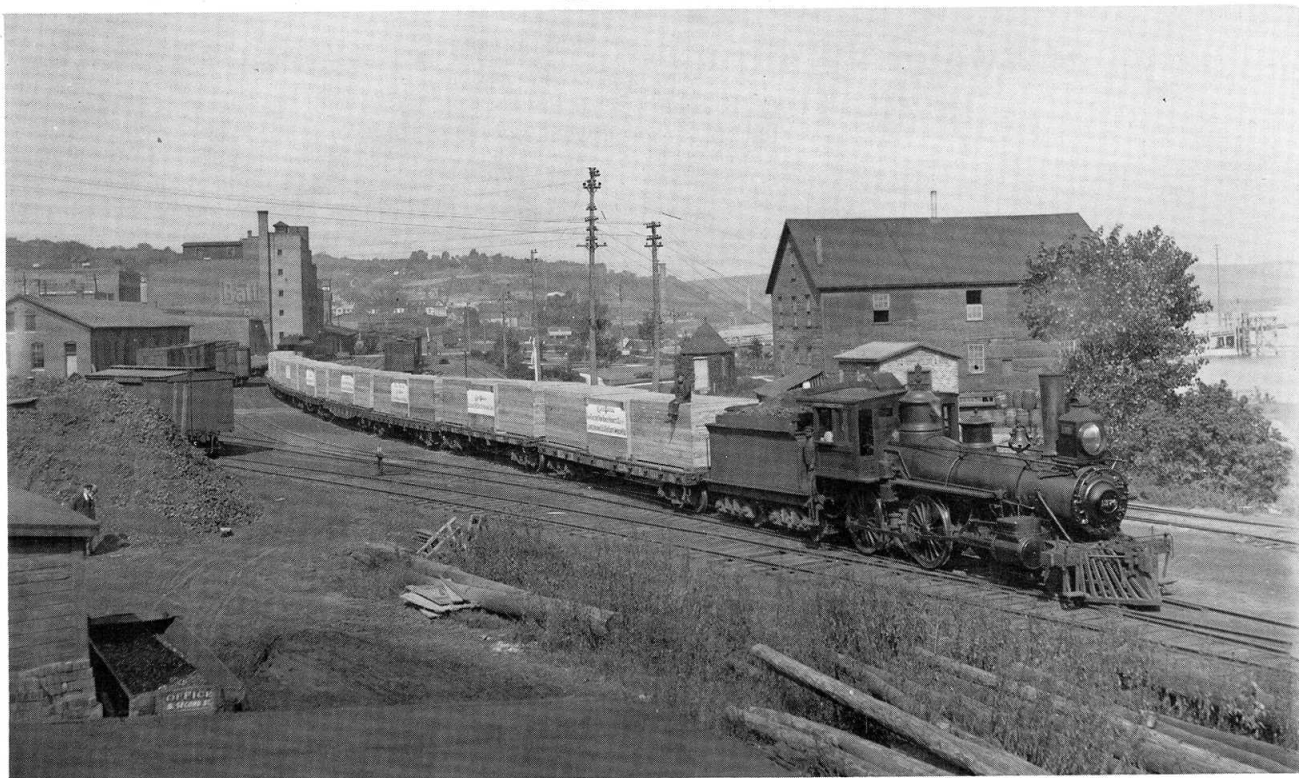
– Aaron Isaacs

The history of railroading in Stillwater, Minnesota mirrors the rise and fall of railroading throughout the nation. What the casual observers sees nowadays is but a shadow of what was once here. During the 117 years since the railroad first came to Stillwater whole rail-shipping industries have come and gone. Multiple generations of rail facilities have been erected and dismantled. Both steam and electric lines have been built and abandoned, and the shortlining of class I carriers has manifested itself locally. A piece of freight trackage has become a museum. It's all here if you know where to look.

Even the land has changed. When the **Stillwater & St. Paul** built into town from the north in 1870, the last half mile of line, the passenger depot, freight depot, shop and turntable were all constructed on piles and trestlework over the water. There was no room on shore. The map (*see page 14–15*) shows the original shoreline and how it was filled in. The undulating nature of the present rail yard betrays the softness of the fill, which has settled unevenly.

In 1872 the S&StP was joined by the **St. Paul, Stillwater Taylors Falls**, which built from the south. We know this line as the **Chicago & Northwestern** from St. Paul to Hudson, WI and points east. There it met the **West Wisconsin Railway**, which built from Eau Claire in 1871–72 and constructed the St. Croix bridge.

The C&NW entrance to Stillwater via Bayport that we know today was not completed until 1880. The StPSTF split atop the bluff at Stillwater Junction, the point at which the Hudson line makes a sweeping curve to the right and begins its descent into the valley. The exact location of the junction can still be seen clearly where 47th Street meets Osgood Avenue. The branch dropped down an S-curve on a 1% grade behind the old prison and joined the Bayport line just south of where Hwy. 36 curves down into the valley. It



Chicago Milwaukee & St. Paul freight train leaving Stillwater carrying threshing machines intended for South America 1911 John Runk Photo Minnesota Historical Society Collection



Northern Pacific freight train leaving Stillwater carrying steel-wheeled tractors 1911 John Runk Photo Minnesota Historical Society Collection



Twin City Forge and Foundry's drop forge north end Stillwater March 22, 1918
John Runk Photo Minnesota Historical Society Collection



Rear view of Stillwater Union Depot with Northern Pacific Passenger Train Sept 14, 1926
John Runk Photo Minnesota Historical Society Collection



Last day of streetcar service in Stillwater on Main Street. August 10, 1932
John Runk Photo Minnesota Historical Society Collection

lasted until 1935, and is visible today. The StPSTF terminated on the south end of town with facilities built on piles in the river. By 1881 the Omaha Road owned both routes into Stillwater, and the St. Paul – Eau Claire mainline.

The third and final steam railroad into town was the **Milwaukee & St. Paul**. In 1880 the **Stillwater & Hastings** had built from Lakeland north to the the Omaha main line at Lakeland Junction, next to the bridge. In 1882 it was acquired by the Milwaukee, which built north into Stillwater and south to St. Croix Tower, across the river from Hastings, and a connection with its Twin Cities – Chicago mainline. In 1904 The Milwaukee abandoned its private entrance into Stillwater, and used trackage rights over the Omaha.

From 1872 to 1878 the S&StP and StPSTF ended several blocks apart. This had the effect of making shippers on each end of town captives of an individual railroad. The shippers joined together to form the Stillwater Street Railway & Transfer Co. By

late 1878 the connecting line was complete. The company underwent a series of renamings and corporate reorganizations, becoming the Union Depot Street Railway & Transfer in 1881, the Stillwater Union Depot & Transfer in 1888, and following bankruptcy during the panic of 1893, the Union Depot & Transfer Co. of Stillwater in 1896. It finally was bought by NP in 1902.

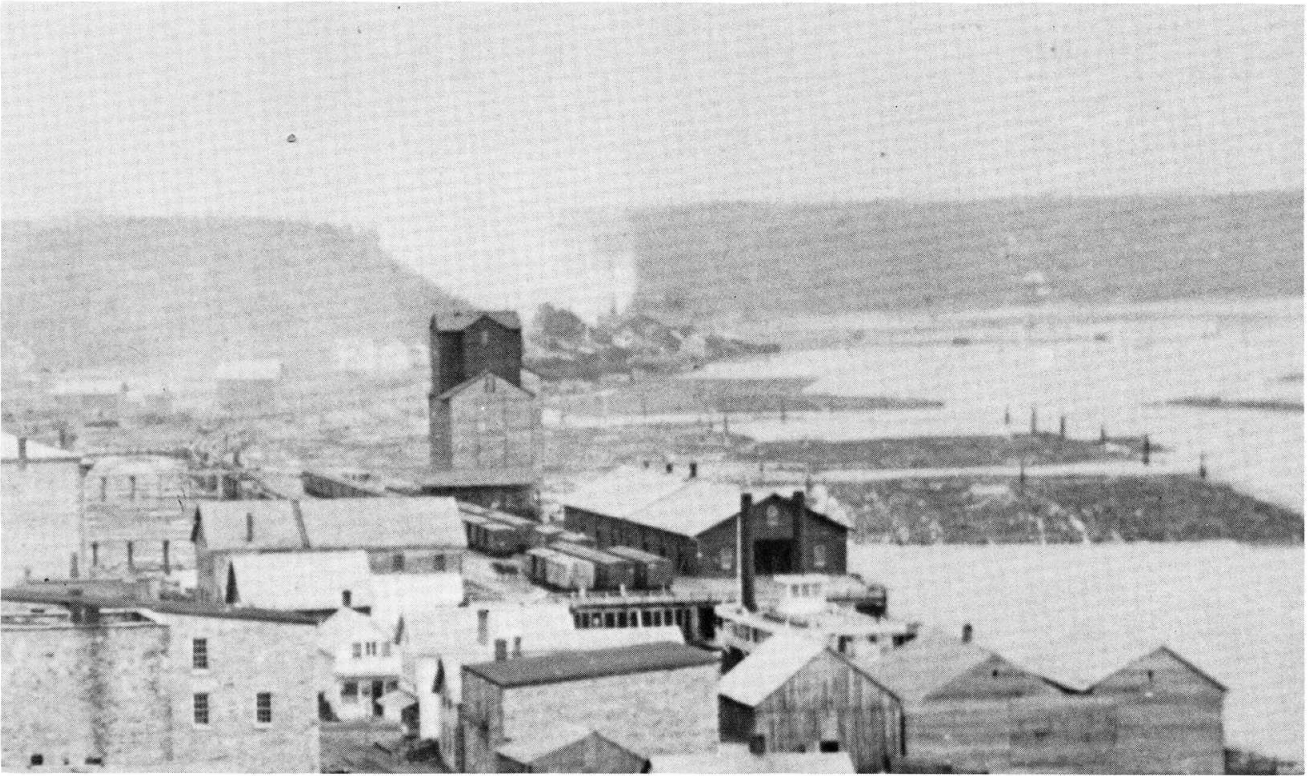
Whatever it was called at any given time, the company usually owned a single locomotive and a couple pieces of rolling stock. More notably, it built the imposing Stillwater Union Depot in 1887. Other small towns have had union depots. Chaska comes to mind. This writer doubts that any other in the state was as grandiose, or hosted as many railroads. The fact that all three were on branch lines is equally unusual.

This list of Stillwater railroads would not be complete without mentioning the short-lived Stillwater Street Railway (1889-1897) and the Stillwater interurban and local street services of Twin City Rapid Transit.

TCRT built into town from Mahtomedi in 1898, using city streets to descend the bluff into downtown, where it looped in front of Union Depot. Besides the interurbans, local cars ran to Wilkin Street on the north hill of town, to Owen Street car house via the south hill, and to Bayport. The trolley took away most of the passenger traffic from the steam railroads, although passenger service continued until 1938. The TCRT lines were abandoned in 1932, victims of the depression.

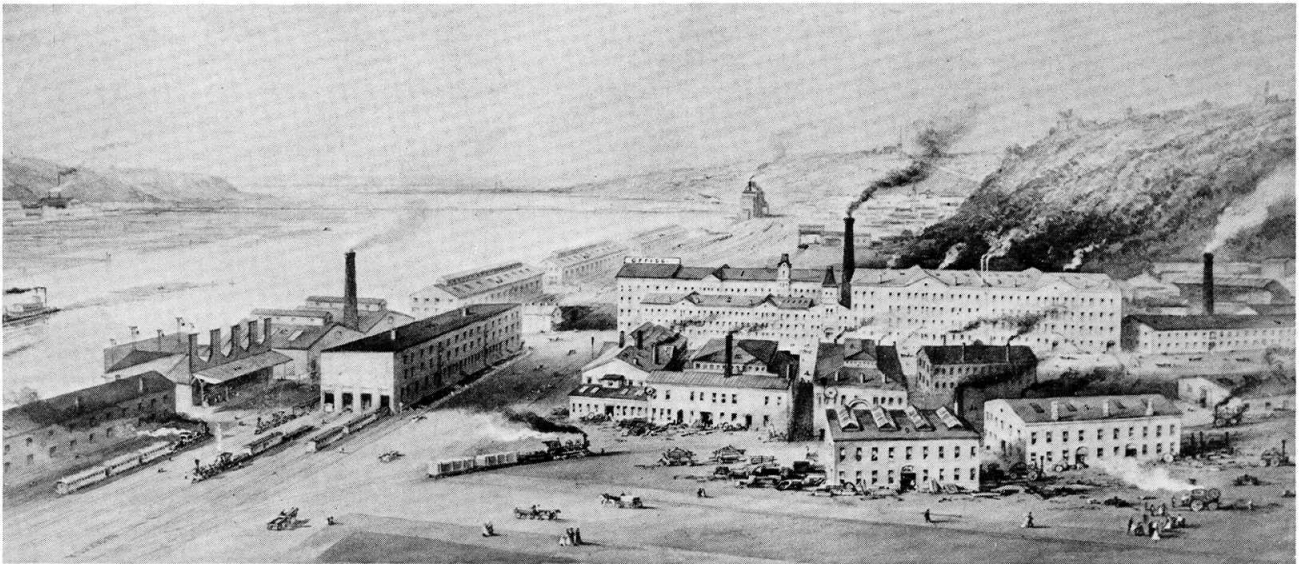
There was one reason for all this rail activity: lumber. Beginning in the 1850's, Stillwater had become the lumber capital of Minnesota. The virgin forests north along the St. Croix and its tributaries were clear-cut and the logs floated down river to the St. Croix boom near the present-day intersection of Hwys. 95 and 96 north of town. At the boom the logs were intercepted, sorted, measured and tied into rafts, then floated to the early water-powered mills further downriver.

Much more efficient steam-powered mills appeared in the 1850's. Plans



1874 view of the riverfront in Stillwater showing the end of Stillwater & St. Paul on pilings in the river. The freight house is directly to the right of the freightcars.
Illingworth Photo Minnesota Historical Society Collection

Did Stillwater ever really look like this?



An artist's fanciful birds eye view of North Western Manufacturing car. Co. at the north end of Stillwater circa 1875.
Minnesota Historical Society Collection

Stillwater Waterfront 1870 – 1988

Northern Pacific

Stillwater & St. Paul
Engine Terminal 1870 – 1887
Freight House 1870 – 1900
Passenger Depot 1870 – 1887

St. Paul & Duluth
Freight House 1900 – 1961
Engine Terminal 1887 – 1900

Northern Pacific
Engine Terminal 1900 – 1961

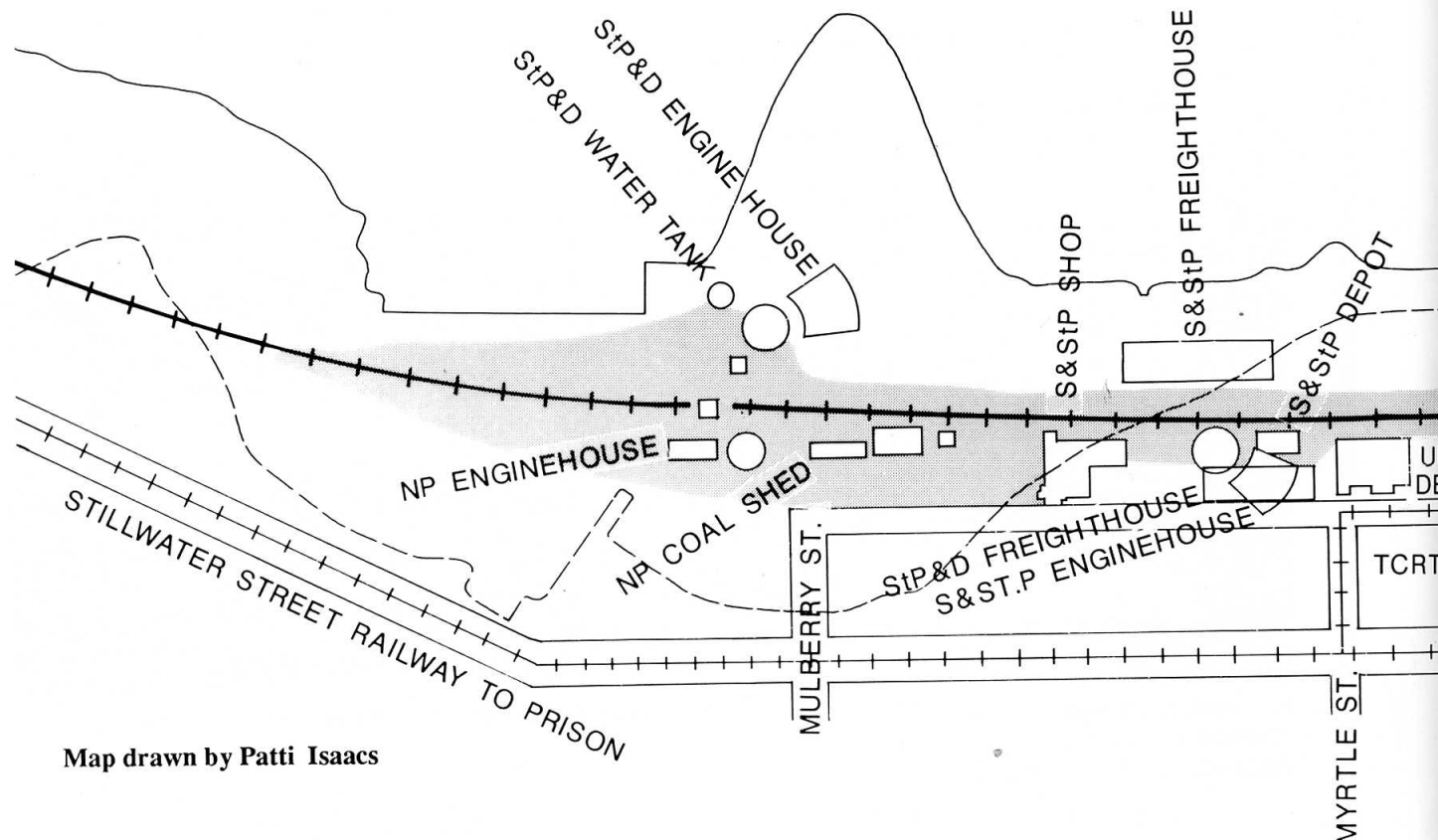
Chicago & Northwestern

St. Paul Stillwater Taylors Falls
Freight House 1872–1888
Passenger Depot 1872 – 1890

Chicago Minneapolis, St. Paul & Omaha
Freight House 1888 – 1973

Stillwater Union Depot
1887 – 1961
Built by Stillwater Street Railway & Transfer
Bought by NP in 1902

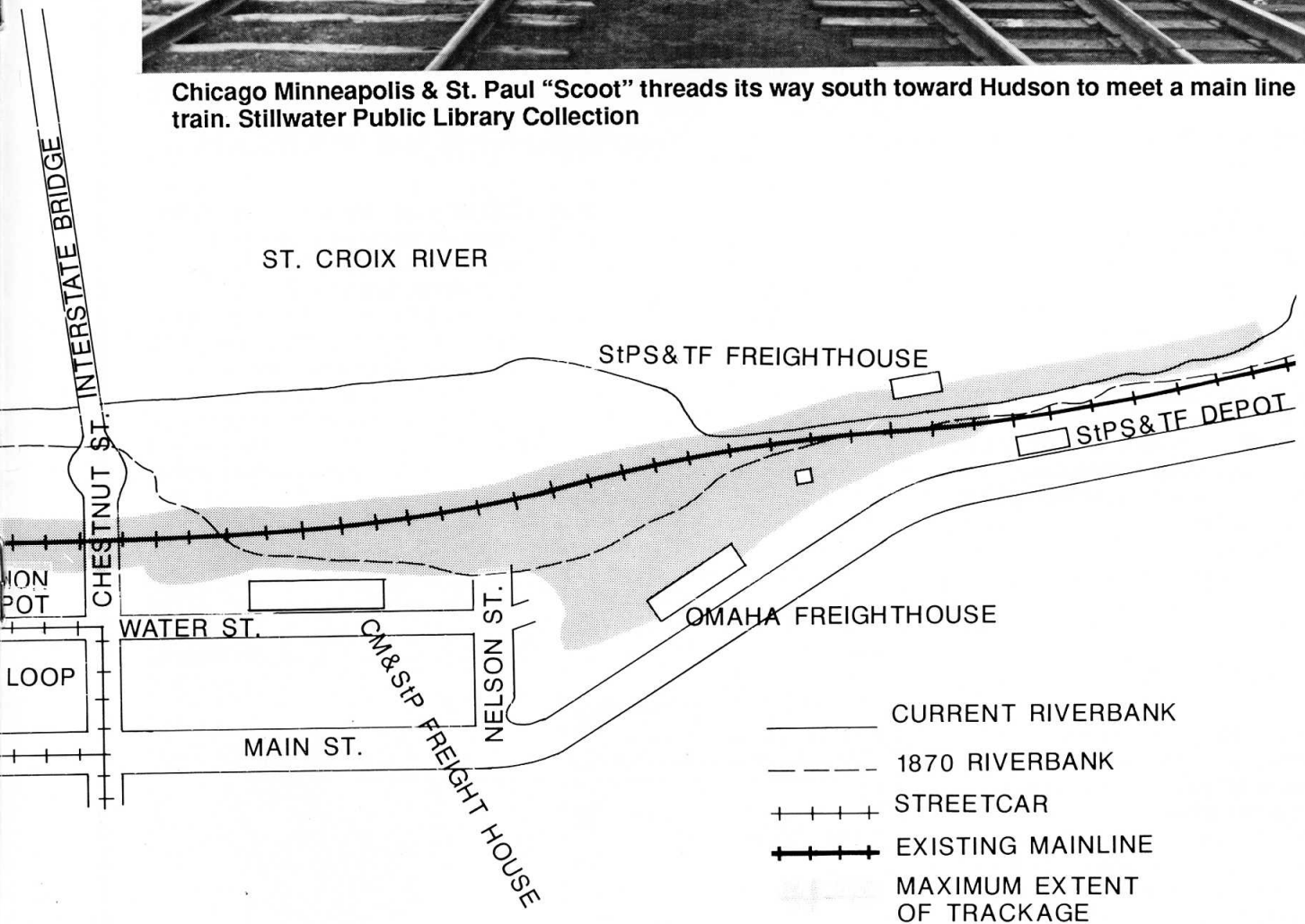
Chicago Milwaukee & Pacific
Passenger Depot & Freight House 1883 – Present



Map drawn by Patti Isaacs



Chicago Minneapolis & St. Paul "Scoot" threads its way south toward Hudson to meet a main line train. Stillwater Public Library Collection





Minnesota Railfans Association Special with NP 328 Stillwater September 18, 1949. R. V. Nixon Photo

were made for a railroad, a necessity to open inland markets for the local lumber. The financial panic of 1857, the Sioux uprising of 1862, and the Civil War all helped to delay construction until 1869.

With the coming of all three railroads, Stillwater lumber production took off. It peaked in 1889 and by 1914 had ceased altogether. The rapid decline was due to the depletion of timber and the westward movement of the market that favored wood from the Pacific Northwest. While it lasted, Stillwater hosted numerous mills, including the largest in the state, the Hersey, Bean & Co. mill on the south side of town.

Stillwater might have become a ghost town had it not been for the growth of manufacturing plants that occurred along with the lumber boom. Most were created from lumber fortunes. The largest had several incarnations after its founding as Seymour, Sabin and Co. in the late 1860's. Located inside the walls of

the original State Prison, across from the present dinner train loading area, the company used cheap convict labor to make various wood products. By the 1870's the company expanded across Main Street and began making threshing machines. In 1882, it reorganized as Northwest Manufacturing and Car Co. and began turning out freight and passenger cars, along with other products. This lasted only until 1884, when a fire destroyed most of the shops. The company emerged in 1888 as the Minnesota Thresher Co., which in turn became Northwest Thresher Co. in 1902 and finally Twin City Forge, a munitions maker from 1916 to 1930.

Stillwater's population dropped from a high of 12,318 in the 1890's to 7173 in the 1930's, the low point between the end of lumbering and manufacturing and the resurgence as a suburban community.

Over the years the amount of track in downtown Stillwater has steadily shrunk. Gone are the Milwaukee and

C&NW yards, the steamboat landing, tracks on trestlework, the short-lived spur down Water Street, the multi-track throat through town, and numerous industrial spurs. The only company to venture into town is the BN, mostly to classify cars for Andersen Windowall Corp. About the only recent improvement has been the St. Croix Barge Terminal spur south of town, where occasionally a car is spotted.

The latest, and hopefully not the last chapter is the impending sale of the line to Minnesota Commercial. MTM and the Minnesota Zephyr will have a new landlord in downtown Stillwater.



ACR Draws Tourists to Sault Ste. Marie

- Bill Graham

Ontario's Algoma Central Railway seems a bit beyond reach to many of us, put off at the thought of driving to Sault Ste. Marie. This year, seized by a yen to drive around Lake Superior, my son Will and I manufactured the excuse we needed to see the "Soo" and to ride ACR's "Route Of The Black Bear."

The one-day Canyon Excursion has been a popular destination for US tourists since the early 1970's. It is informal railroading with spectacular scenery within an easy day's drive of many large cities in the American Midwest. ACR uses a string of secondhand, mainly ex-Canadian Pacific coaches for the run to Agawa (pronounced AG-a-wa) Canyon, 114 rail miles north of the Soo. The crew confirmed that 16 to 22 coaches and 600 to 1200 passengers have been normal daily loading this summer. The train carries two full-service diners, **Union Pacific** and **Santa Fe** veterans respectively, that serve very passable breakfasts and lunches. An independent caterer operates the diners and offers gourmet picnic lunches

at the Canyon layover.

The nearly-new ACR passenger station in downtown Sault Ste. Marie is about a half mile east of the international bridge and Canadian customs post. The diners open for business about 7:15 AM before an 8:00 AM departure. A pair of GP38-2's normally do the honors on the point of 13 coaches, built at CPR's Angus Shops in 1947. The cars are familiar to Twin Citians who remember them on the nightly visitation of Soo Line's "Dominion."

Scenery north of the Soo really is superior. A craggy north-south ridge, 1,000 feet tall and covered with birches and sugar maples, follows the lakeshore a couple miles inland. Algoma Central begins climbing to the top of this ridge at the outskirts of Sault Ste. Marie, providing lots of Run 8 engine-talk and scenery one hardly associates with central North America. It's mountain railroading, snaking from one reverse curve into the next, most with flange-oilers; hugging the shores of remote lakes, and blasting through rock cuts and high, windswept ledges where the "Rio Grande Zephyr" would have felt right at home. The speed is 35-45 miles per hour over smooth, heavily built track, a respectable clip considering the Bear's tortuous route.

The train crew wears "civies" and keeps out of sight. A public address system informs passengers of scheduled events, wayside scenery, and seating in the diners. Passengers enjoy free run of the train and unrestricted use of vestibule Dutch doors. Seating and lavatory areas are clean and attractively done. The cars carry a considerable accumulation of paint and show little rust.

The Montreal River Viaduct near mile post 95 is worth the many photos taken of it. The track crosses a deep glacial valley on a tall bridge built atop a hydro-electric dam. The combined height is breathtaking, and again, the scenery is more like the Rockies than the Heartland.

Americans, who can drive to just about any point on the map we choose, have trouble imagining roadless areas. The railroad still is the primary, sometimes the only access to huge areas of northern Ontario.

Dozens of summer cabins set back from Algoma Central's track show no sign of power lines, motor vehicles or roads. The daily passenger train to Hearst can be flagged anywhere to pick up or deliver residents and back packers. The recreation area at Canyon near mile post 114 is roadless. Crew members said Algoma Central aims to keep it that way since a highway would desecrate the landscape and probably eliminate ACR's passenger business.

We later tried to drive the access road up to **Montreal Viaduct** but it demanded something heftier than an Oldsmobile. The 400-mile drive to Thunder Bay along the Trans-Canada revealed huge tracts without the side roads or "suburbanization" that characterizes so much of Minnesota's north shore.

The Algoma Central operates a style of passenger railroading long gone from the US. The Great White North is not that far from Minnesota, and it is peopled with some of the friendliest folks one is likely to run across. The Soo is a worthy destination for rail fans and vacationers.



Twin City Lines PCC car, number 320, eastbound at Raymond and University Avenues, 1948. Ramsey County Historical Society.

The Restoration of Duluth Street Railways No. 78

— Keith Anderson

Duluth Street Railway No. 78 has undergone a remarkable transformation in the past 2 1/2 years. The carbody was a dilapidated hulk in spring, 1985, when restoration work began in earnest. Today the exterior work is 90 percent complete, and interior work is well underway. Although the historical data and memories are both sketchy, we believe the car's restored appearance will be very close to the original.

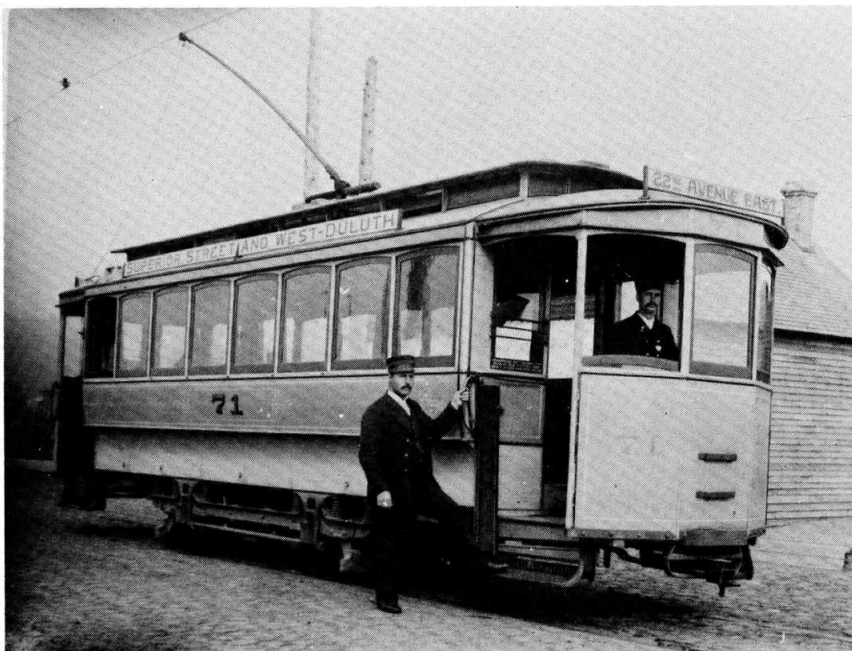
No. 78's trolley pole is supported on two parallel timbers mounted on the car's roof. While the trolley pole base had long since disappeared, the timbers were in place when restoration began. When they were removed for reconditioning, a stamped steel wrench was found in a sheet metal pocket attached to one timber. This wrench apparently was used to adjust the spring tension of the trolley base, and it had been sitting unnoticed and undisturbed since the car was removed from service in 1911. The timbers were severely weather checked. They have been filled, treated with wood preservative, and restored to their position atop the roof. They will support a trolley pole base which **George Isaacs** is attempting to obtain. Currently, the best prospect appears to be a trolley pole base from some former Australian cars which are operating in Seattle, WA.

The car's original roof boards were tongue and groove, about 1/4" by 3" wide. The roof boards, as well as the supporting wooden and steel roof ribs, were severely decayed and many were broken. Seven new steel ribs were fabricated to support the roof and clerestory, and most of the wooden roof ribs were replaced. This roof restoration was the first major challenge for master woodworker **Bob Dumas** and his assistants. Restoring the roof frame work required extensive machining of new wood struc-

tural members and long hours of fitting, pushing, hammering, and erecting falsework to support the roof while all the pieces were re-assembled in the proper shape. Finally, two layers of thin plywood were shaped, glued, and screwed to the roof ribs.

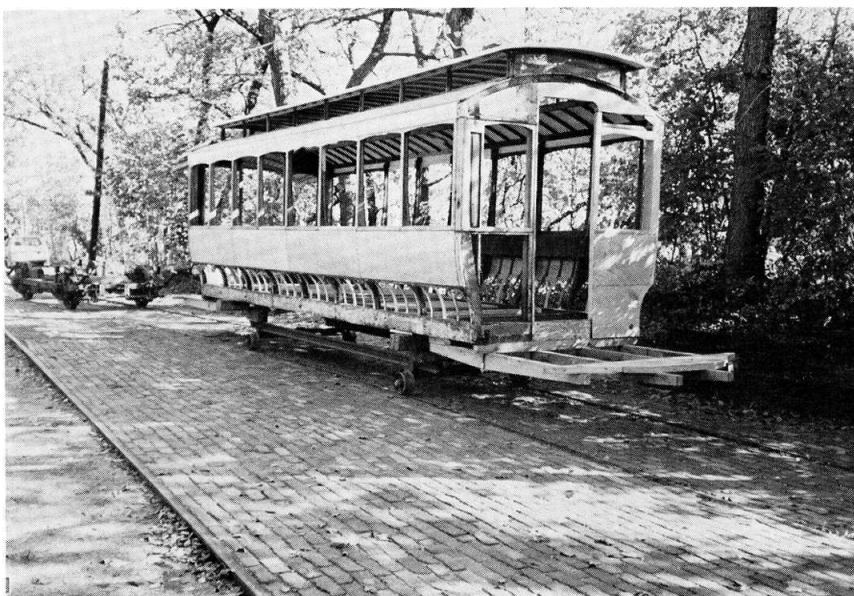
This results in a roof structure which is substantially stiffer than the original.

The primary structural members between the roof and the floor consist of four wooden corner posts and 14 wooden window posts. Most were in reasonably good shape and were reused. **Bob Dumas** sculpted a replacement corner post from a large



Above: DSR 71 and crew ready to depart for 22nd Avenue East. Byron Olsen Collection.

Below: Newly rebuilt rear bulkhead and roof. The platforms are beginning to take shape. Sept.'86 Bill Graham photo.





Interior DSR 78. March 1988 Hudson Leighton Photo.

chunk of laminated oak and grafted replacement sections onto several of the window posts.

The curved body panels below the windows were too far gone to reuse, as were many of the underlying curved support members. These panels were re-created by bending thin plywood, and gluing and screwing it to the support members. A single layer of 3/8 inch plywood was used directly below the windows. On the more sharply curved bottom panels, two layers of 1/8 inch plywood were

used. Between the roof and these side panels, the car has consumed many pounds of sheet rock screws and many gallons of epoxy glue. We expect the result to be very sound and durable.

Several layers of paint were removed from the car in an effort to determine its original colors. In the process **Bill Graham** uncovered the car's original numbers with judicious use of paint remover. The numbers were traced and their colors noted. After repeated visits to the paint store

with weathered scraps of paint, a color scheme of pale yellow and spring or "lime" green was chosen.

The car's wood timber framing was in surprisingly good condition. Some cross members were removed and steel tube cross members were inserted in slightly different locations to accommodate the new truck with its different wheelbase. Then the frame was treated with wood preservative.

Plywood underlayment was placed over the frame and covered with maple flooring salvaged from the Jackson Street Roundhouse. The flooring is held in place with screws driven from the bottom. **Bob Dumas** spent many Wednesday nights rolling beneath the car on a mechanic's creeper shooting screws into the floor above, while **Loren Martin**, **Jay Halvorson**, **Keith Anderson**, and others placed the boards in position and shouted instructions from inside. The flooring has been sanded and is ready for finishing.

Photos of the car in service indicate that the floor was slatted. This was verified when the false floor was removed during the initial stage of the work. It was decided that a slatted floor would be less than comfortable for many of our CHSL patrons. So historical accuracy was compromised somewhat; the floor will be smooth maple with no slats.

The platforms probably presented the other major restoration challenge after the roof. Only one platform existed and it was seriously decayed. The intricate posts were recreated using the originals only as models. The platform roofs were reconstructed using about half of the original roof ribs. Tongue and groove boards were used to obtain the two dimensional curvature of the platform roofs. Much fitting, trimming, and time were required to restore the platform to their original condition.

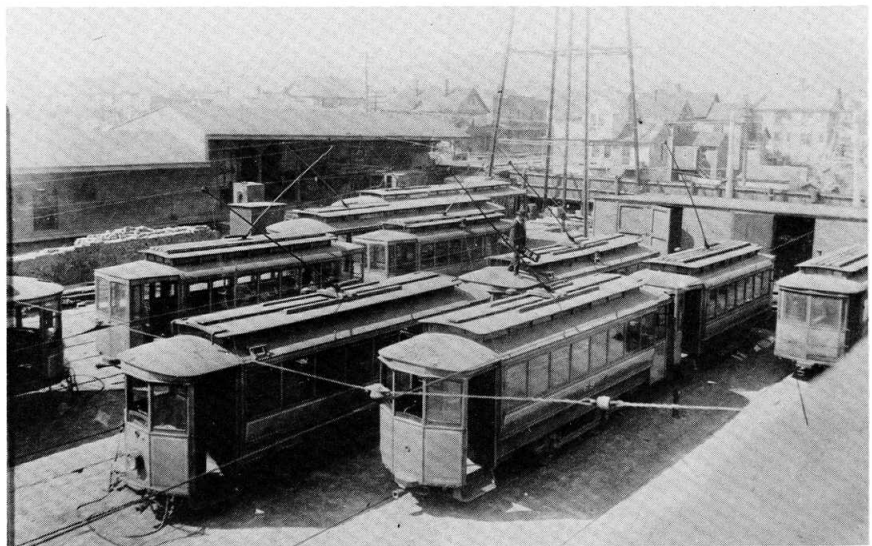
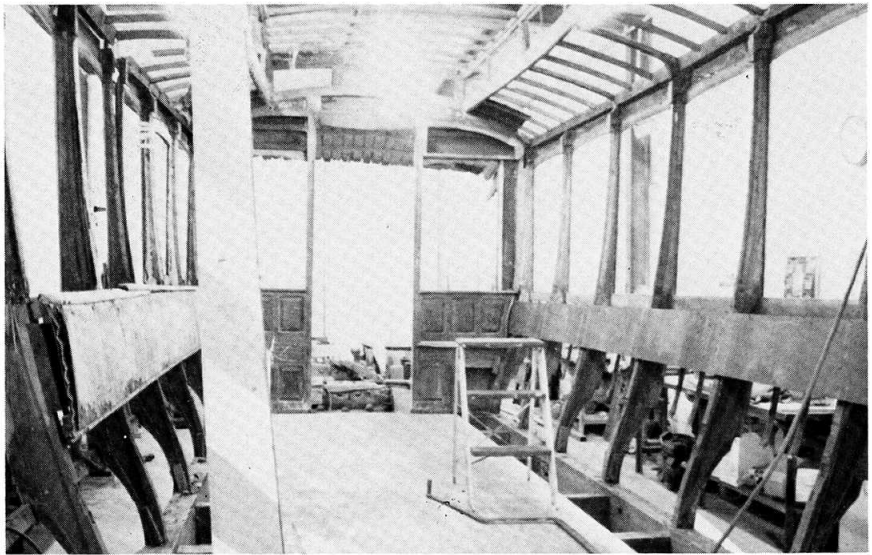
The power truck has been under repair by **George Isaacs**, **Walt Strobel**, **Neal Howes**, and **Larry Schreiber**. An air brake system has been designed and applied with new air tank, brake cylinder, and modified

rigging. Substantial heating and straightening of bent parts has been done. The truck has been sandblasted, primed, and painted. Virtually no information was available on the original trucks color. We have selected a bright red which will also be used on body trim. This car never will be confused with 1300 or 265.

The traction motors have been removed for cleaning and re-varnishing of the field coils and armatures. One of the pinion gears was worn due to a loose bearing. A new gear was machined for us by S.T.I.B., the Brussels, Belgium, transit authority. After the new pinion gear is installed, the motors will be returned to the car barn and re-installed in the truck.

The restoration of DSR 78 has been aided by a grant from the Minnesota Historical Society, and by a gift from MTM member **Bill Olsen** who funded the purchase of the power truck.

Work on this project is proceeding faster than any of us expected, mostly due to the steady efforts of our crew. In addition to the individuals already named, we have had valuable assistance from **Roy Harvey, Duane Hassig, Curt Allen, Mike Buck, Walt Hotvet, Scott Wardrope, Gene Hickey, John Prestholdt, and Don Westley**. Their efforts are producing a restored car that will be a distinctive addition to the Museum's collection.



Top: Commencement of interior restoration, car 78. March 1986 Bill Olsen photo.

Center: The two cars left center and lead car right center are LaClede cars, DSR 68 - 97. Notice the man moving across the rooftops changing destination boards. Byron Olsen Collection.



Bottom: DSR 78's truck striped in preperation for sandblasting. Sept. '86 Bill Graham photo.



ELECTRIC SHORT LINE RAILWAY



Time Table of Passenger Trains, Effective Sunday, June 21st, 12:01 A. M.

SUBJECT TO CHANGE WITHOUT NOTICE

WE WILL HAVE BOTH FREIGHT AND EXPRESS SERVICE IN THE NEAR FUTURE

ALL SCHEDULED TRAINS WILL LEAVE AND ARRIVE AT TERMINAL STATION AT 7th STREET AND 2nd AVENUE NORTH.

ALL EXTRA EXCURSION TRAINS, UNLESS OTHERWISE PROVIDED, WILL LEAVE AND ARRIVE AT WESTERN AND LYNDALE AVE. NORTH.

READ DOWN														READ UP													
SUNDAY ONLY	SATURDAY AND SUNDAY ONLY		DAILY											DAILY											SATURDAY AND SUNDAY ONLY		
23	21	19	17	15	13	11	9	7	5	3	1	Miles	STATIONS	A.	M.	A.	A.	8	10	12	14	16	18	20	22	24	
A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.			A.	M.	A.	A.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	
11.45	2.15	9.10	11.45	7.45	6.20	5.20	4.15	1.15	10.15	8.15	6.15		Minneapolis	7.31	8.35	10.35		1.35	4.35	6.22	7.33	9.53	11.23	11.23	5.05	3.39-f	
11.51-f	2.21-f	9.14-f	11.47-f	7.51-f	6.26-f	5.26-f	4.20-f	1.20-f	10.21-f	8.20-f	6.17-f	0.51	Munising (Lyndale and Cedar Lake Road)	7.29-f	8.32-f	10.33-f		1.33-f	4.33-f	6.19-f	7.31-f	9.51-f	11.21-f	11.21-f	5.03-f	3.37-f	
					6.28-f				10.23-f		6.19-f	1.32	Cedar Lake Road	7.27-f		10.31-f				6.16-f							
					6.30-f				10.25-f		6.21-f	1.97	Glenwood Park	7.25-f		10.29-f				6.14-f							
11.57-f	2.27-f	9.20-f	11.53-f	7.57-f	6.32-f	5.33-f	4.26-f	1.26-f	10.27-f	8.26-f	6.23-f	2.24	Sixth Ave. No.	7.23-f	8.26-f	10.27-f	1.26-f	4.26-f	6.12-f	7.25-f	9.44-f	11.15-f	11.15-f	4.57-f	3.31-f		
					6.37-f				10.31-f		6.27-f	3.06	Boagen Green	7.19-f		10.23-f				6.08-f							
					6.39-f				10.33-f		6.29-f	3.58	Sweeney Lake	7.17-f		10.21-f				6.06-f							
					6.41-f				10.35-f		6.31-f	4.12	Turner X Road	7.15-f		10.19-f				6.04-f							
					6.45-f				10.39-f		6.35-f	5.39	Golden Valley	7.11-f		10.15-f				6.00-f							
12.05-f	2.35-f	9.28-f	12.01-f	8.05-f	6.47-f	5.42-f	4.34-f	1.34-f	10.41-f	8.34-f	6.37-f	5.64	Winnetka	7.09-f	8.18-f	10.13-f	1.19-f	4.18-f	5.58-f	7.17-f	9.36-f	11.07-f	11.07-f	4.49-f	3.23-f		
12.07-f	2.37-f	9.30-f	12.03-f	8.07-f	6.51-f	5.44-f	4.36-f	1.36-f	10.45-f	8.36-f	6.41-f	6.64	Lake View Heights	7.05-f	8.16-f	10.09-f	1.17-f	4.16-f	5.54-f	7.15-f	9.34-f	11.05-f	11.05-f	4.47-f	3.21-f		
12.10-f	2.40-f	9.33-f	12.06-f	8.10-f	6.54-f	5.47-f	4.39-f	1.39-f	10.48-f	8.39-f	6.44-f	7.47	Medicine Lake	7.02-f	8.13-f	10.06-f	1.14-f	4.13-f	5.51-f	7.12-f	9.31-f	11.02-f	11.02-f	4.43-f	3.17-f		
12.12-f	2.42-f	9.35-f	12.08-f	8.12-f	6.55-f	5.49-f	4.41-f	1.41-f	10.50-f	8.41-f	6.45-f	7.93	Elmhurst Jet	7.00-f	8.11-f	10.04-f	1.12-f	4.11-f	5.49-f	7.10-f	9.29-f	11.00-f	11.00-f	4.41-f	3.15-f		
					7.05-f				10.55-f		6.55-f	1.00	Elmhurst														
					7.12-f				11.02-f		7.02-f	8.60	Glenora Farm	6.58-f		10.02-f				5.47-f							
					7.16-f				11.06-f		7.06-f	9.20	McGowan's	6.54-f		9.58-f				5.43-f							
12.18-f	2.48-f	9.41-f	12.14-f	8.18-f	7.19-f	5.55-f	4.47-f	1.47-f	11.09-f	8.47-f	7.09-f	10.03	Parker's Lake	6.51-f	8.05-f	9.55-f	1.06-f	4.05-f	5.40-f	7.03-f	9.23-f	10.53-f	10.53-f	4.34-f	3.08-f		
					7.21-f				11.11-f		7.11-f	10.73	Creelman's	6.49-f		9.53-f				5.38-f							
12.21-f	2.51-f	9.44-f	12.17-f	8.21-f	7.24-f	5.58-f	4.50-f	1.50-f	11.14-f	8.50-f	7.14-f	11.88	Gleason Lake	6.46-f	8.02-f	9.50-f	1.03-f	4.02-f	5.35-f	6.57-f	9.20-f	10.50-f	10.50-f	4.31-f	3.05-f		
12.24-f	2.54-f	9.47-f	12.20-f	8.24-f	7.26-f	6.00-f	4.53-f	1.53-f	11.17-f	8.53-f	7.17-f	12.51	Wayzata	6.43-f	7.59-f	9.47-f	1.00-f	3.59-f	5.32-f	6.57-f	9.17-f	10.47-f	10.47-f	4.28-f	3.02-f		
12.26-f	2.56-f	9.49-f	12.22-f	8.26-f	7.28-f	6.01-f	4.55-f	1.55-f	11.19-f	8.55-f	7.19-f	13.01	Ferndale	6.41-f	7.57-f	9.45-f	1.00-f	3.57-f	5.30-f	6.55-f	9.15-f	10.45-f	10.45-f	4.26-f	3.00-f		
12.28-f	2.58-f	9.51-f	12.24-f	8.28-f	7.30-f	6.03-f	4.57-f	1.57-f	11.21-f	8.57-f	7.21-f	13.75	Summit Park	6.39-f	7.55-f	9.43-f	1.00-f	3.55-f	5.28-f	6.53-f	9.13-f	10.43-f	10.43-f	4.24-f	2.58-f		
12.31-f	3.01-f	9.54-f	12.27-f	8.31-f	7.33-f	6.05-f	5.00-f	2.00-f	11.24-f	9.00-f	7.24-f	15.00	Meadow Brook	6.36-f	7.52-f	9.40-f	1.00-f	3.53-f	5.25-f	6.50-f	9.10-f	10.40-f	10.40-f	4.21-f	2.55-f		
12.33-f	3.03-f	9.56-f	12.29-f	8.33-f	7.35-f	6.07-f	5.02-f	2.02-f	11.26-f	9.02-f	7.26-f	15.68	Long Lake	6.34-f	7.50-f	9.38-f	1.00-f	3.50-f	5.23-f	6.48-f	9.08-f	10.38-f	10.38-f	4.19-f	2.53-f		
12.35-f	3.05-f	9.58-f	12.31-f	8.35-f	7.37-f	6.09-f	5.04-f	2.04-f	11.28-f	9.04-f	7.28-f	16.20	Heffelfinger	6.32-f	7.48-f	9.36-f	1.00-f	3.48-f	5.21-f	6.46-f	9.06-f	10.36-f	10.36-f	4.17-f	2.51-f		
12.37-f	3.07-f	10.00-f	12.33-f	8.37-f	7.40-f	6.11-f	5.06-f	2.06-f	11.31-f	9.06-f	7.31-f	16.71	Crystal Bay (Lake Minnetonka)	6.29-f	7.46-f	9.33-f	1.00-f	3.46-f	5.19-f	6.44-f	9.04-f	10.34-f	10.34-f	4.15-f	2.49-f		
12.39-f	3.09-f	10.02-f	12.35-f	8.39-f	7.42-f	6.13-f	5.08-f	2.08-f	11.33-f	9.08-f	7.33-f	17.24	Maxwell Bay (Lake Minnetonka)	6.27-f	7.44-f	9.31-f	1.00-f	3.44-f	5.17-f	6.42-f	9.02-f	10.32-f	10.32-f	4.13-f	2.47-f		
12.41-f	3.11-f	10.04-f	12.37-f	8.41-f	7.45-f	6.15-f	5.10-f	2.10-f	11.35-f	9.10-f	7.35-f	17.78	Stubbs Bay (Lake Minnetonka)	6.25-f	7.42-f	9.29-f	1.00-f	3.42-f	5.15-f	6.40-f	9.00-f	10.30-f	10.30-f	4.11-f	2.45-f		

1. The sign f placed after the figures in above schedule indicates that trains will stop on signal to receive and discharge passengers.

2. To flag car, passengers should stand near track and wave hand or handkerchief by day, a lighted match or lantern by night, while car is at least 1,000 feet from station. Keep flagging until motorman answers signal by two short blasts of car whistle. Cars will not stop unless properly flagged.

3. Low rates are given to special parties, excursions and picnics.

TELEPHONES:

General Office, Phoenix Bldg.—Nicollet 4664.
Center 4664.

Ticket Office, 7th St. & 2nd Ave. No.—Main 1987

NOTE—There are extra trains on
Saturday and Sunday

4. Rates of fare between Minneapolis and Lake Minnetonka points, round trip 50c; 10 ride ticket \$2.25; 25 ride ticket \$4.50.

5. Children under 6 years of age in charge of adult free; those over 6 and under 12 years of age, half fare, and those over 12 full fare.

6. Tickets can be purchased at Terminal Depot—7th St. and 2nd Ave. North.

7. All east bound trains are superior to trains of the same class in the opposite direction.

For further information call at Main Office, Phoenix Building, Marquette and Fourth Street South.

General Office—Nicollet 4664
Center 4664

DE KOVEN HUNTER, General Manager

Electric Short Line Medicine Lake Branch

— Aaron Isaacs



Minneapolis Northfield and Southern - Minnesota Western Depot at Seventh Street, Downtown Minneapolis, circa 1940.
Norm Podas photo.

Researching rail history is not unlike solving a riddle or puzzle. The more obscure the railroad is, the greater satisfaction when a new piece of information is uncovered. One particularly challenging subject for investigation is the Electric Short Line Railway, better known as the Luce Line, and later Minnesota Western. Having researched it for Electric Railways of Minnesota, I can testify that photos of the line in its gas-electric days are hard to find.

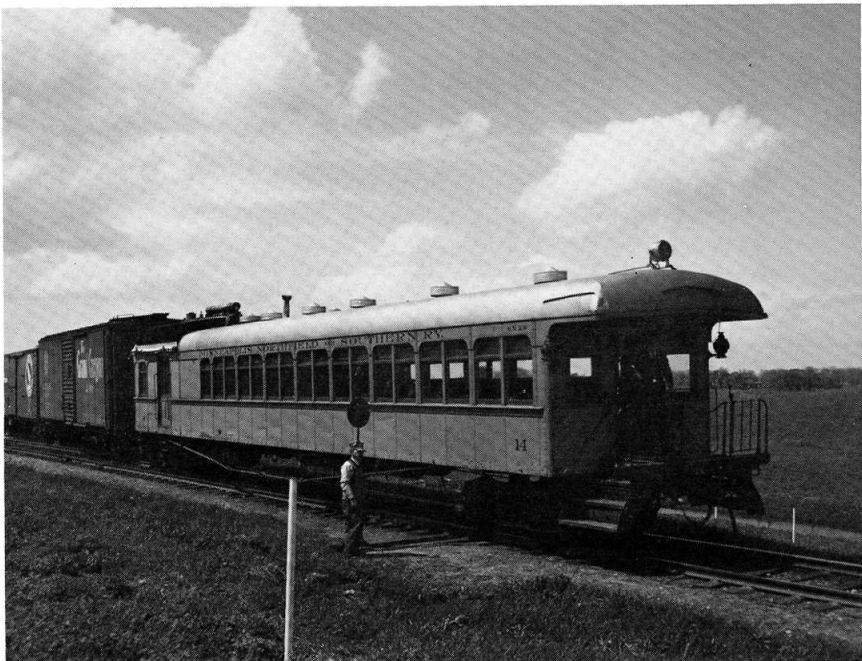
Even more obscure is anything concerning the Luce Lines's short lived branch up the west side of Medicine Lake in what is now Plymouth, eight miles west of downtown Minneapolis. Only one mile long, it left the main line at Elmhurst Junction, just west of the present-day grade crossing of West Medicine Lake Drive. From there it paralleled the lakeshore, a

block inland. After crossing a small creek, it ended at about 23rd Avenue North. This area is now a park and beach. At the time it consisted of a few houses, a small store and an ice house. The railroad called the place Elmhurst, and put up a small waiting shelter.

As the timetable shows, the branch saw three trains a day, at 7:05 AM, 10:55 AM, and 6:55 PM. In all three cases a westbound local made a side trip up the branch, backed down to the mainline, and resumed its way west. A careful look at the schedule reveals that all branch trains made time connections with eastbound mainline trains. For this reason no eastbound trains had to detour over the branch.

The branch began service in 1914 and only lasted a few years. The right-of-way is visible for most of its length. Much of it exists as a street, Forestview Lane.

I'm hoping that someone somewhere can shed more light on this tidy little mystery Is a photo too



Minneapolis Northfield and Southern GE – Watson gas electric car 14 on its last revenue run, April 30, 1942. MNS 14 is similar to MW 30, 32, 36, and 38. Mpls. Tribune photo, MHS Collection.

much to hope for? If any reader has one, or other information, please send it to the **Minnegazette**.



University of Minnesota Intercampus Line switchmotor with a boxcar in tow eastbound near Eustis street. University of Minnesota Archives

Back Alley Railroading

— Aaron Isaacs

Industrial spurs don't get the notice they deserve. Most railfans crave the adrenaline rush of a mainline, the bustle of terminals or the romance of wandering branchlines. All that is fine, but a good time can be had seek-

ing out wobbly rails squeezed between buildings that defy good engineering principles. The best are old inner city industrial spurs, a fast-shriveling phenomenon as society suburbanizes and converts factories into boutiques. A few favorites still are active in Minneapolis.

Great Northern Alley Spurs

The area north of downtown

Minneapolis could well be called the "Jim Hill Industrial Park." Four successive blocks from Washington Avenue to 6th Street North were platted with normal alleys for which the City granted Great Northern Railway licenses to build industrial spurs. Each was about a half mile long, curving sharply to the north from GN's mainline along 4th Avenue North. Each carrying one to four tracks, here was railroading under crowded conditions. Tracks ran into and under buildings, and diamond crossovers were needed where sidings overlapped one another.

Two of these four spurs remain after the line between 4th and 5th Streets was removed for freeway construction. The 5th/6th Street spur was active until 1987, serving the Diamond Shamrock plastics plant. Though MTC's new Heywood Garage managed to keep clear of this spur, it had to be removed to make room for Hennepin County's new waste incinerator site.

The other two spurs still see occasional movements. The City licenses did not grant the railroad exclusive use of the alleys, but required sharing them with road vehicles. Thus BN crews sometimes found themselves searching for the owners of a dozen or more parked automobiles to clear the track.

Milwaukee Road Alley Spurs

The unloved and much collided-with Washington Avenue Viaduct is gone, though the track still runs from Washington Avenue to the South Minneapolis yards at 26th Street. It now connects only to two alley spurs between Washington Avenue and South 4th Street. The southerly spur is the more prosperous, skirting the HHH Metrodome, site of the former Rock Island fruit express yard, to service the Minneapolis Star Tribune newspaper warehouse at Park Avenue.

The northerly spur between Washington and 3rd Street probably is the nearest thing to a roller coaster this side of Valleyfair. It curves and



Pressed for space, some Downtown Minneapolis industrial track-age must run underneath buildings. Aaron Isaacs photo.

dips precipitously to cross Chicago Avenue, and still carries occasional traffic as far as Park Avenue. Unfortunately, the warehouses it once served are being converted to offices full of consultants and other people who don't ship things in boxcars. The two blocks of track from Park to 5th Avenue South already are abandoned.

Minnesota Transfer Street Trackage

The hallmark of the industrial spur is that it will do anything necessary to reach its destination. If that means using a city street, so be it. The Minnesota Transfer Railway's spurs along Wabash and Myrtle Streets play streetcar through the St. Paul Midway district, complete with switches in the pavement. No modern day traffic engineer would tolerate such an arrangement without at least a scathing environmental impact statement, but then these spurs represent an earlier time.

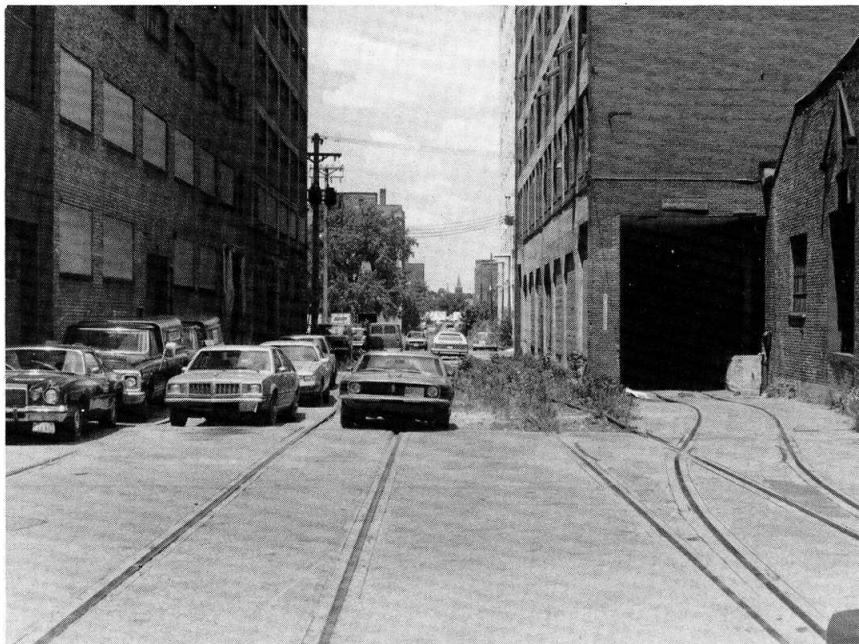
The City of St. Paul several years ago sold part of Wabash and Myrtle Streets to Champion Paper Company. Thus was added that staple of spurdom, the locked gate across the track that mainline railroads never see. Spurs that seldom see traffic quickly become employee parking lots. Switching crews then must spend time flagging crossings, opening gates and evicting rubber tired squatters.

Minneapolis Municipal Barge Terminal

Inactive for years but still intact is the Chicago & North Western's spur to the former barge terminal on the Mississippi River beneath the Washington Avenue Bridge. It left the main at the west end of the former Northern Pacific passenger main bridge, dropping well over 100 feet down a 3.5 percent grade to the river bank. This was without doubt the steepest hill in town. I remember as a University of Minnesota student watching an Alco RS2 wearing C&NW yellow or CGW red struggling mightily to hoist two or three cars up to the junction.

Though their numbers are much diminished, the industrial spur is by no means dead. In the Twin Cities, they represent the only new rail construction in recent memory. Industrial parks come to mind in Plymouth on the old Minnesota Western, in Lakeville on the MN&S, south of Osseo on the Great Northern,

Lexington and County Road E on the Soo, and Roseport on the Chicago Great Western. These new ones are better engineered than their predecessors, but still feature hairpin turns and alignments that by mainline standards can only be called creative. Check them out.



With the track running virtually through the middle of the parking lot, a towtruck becomes an unusual addition to the switch crew's motive power. Aaron Isaacs photo



Apparently tired of towing cars off the track, the railroad has erected a no parking sign. Myrtle & Cleveland, St. Paul. Aaron Isaacs photo

TCRT 1239

— Karl Jones

A home went up for sale this past July, a two bedroom with spacious family room, dinette, full kitchen, bathroom with shower, plenty of closet space, mostly carpeted, knotty pine paneling throughout, and with a screened porch. The home, nestled in

a wooded lot located on Mitchell Lake in Big Lake, MN, was connected to city sewer, water, electricity, natural gas, and phone service, and included a detached garage, lake access and private dock. It would seem the ideal home for retirement or just for fishing. This was not your typical home though, but in fact former TCRT 1239, which has made Big Lake its home since 1954.



A rather unique home to say the least. TCRT 1239 at Big Lake. Jan. '88 Karl Jones photo



Unloading TCRT 1239 at Jackson Street Roundhouse. Jan. '88 Karl Jones Photo

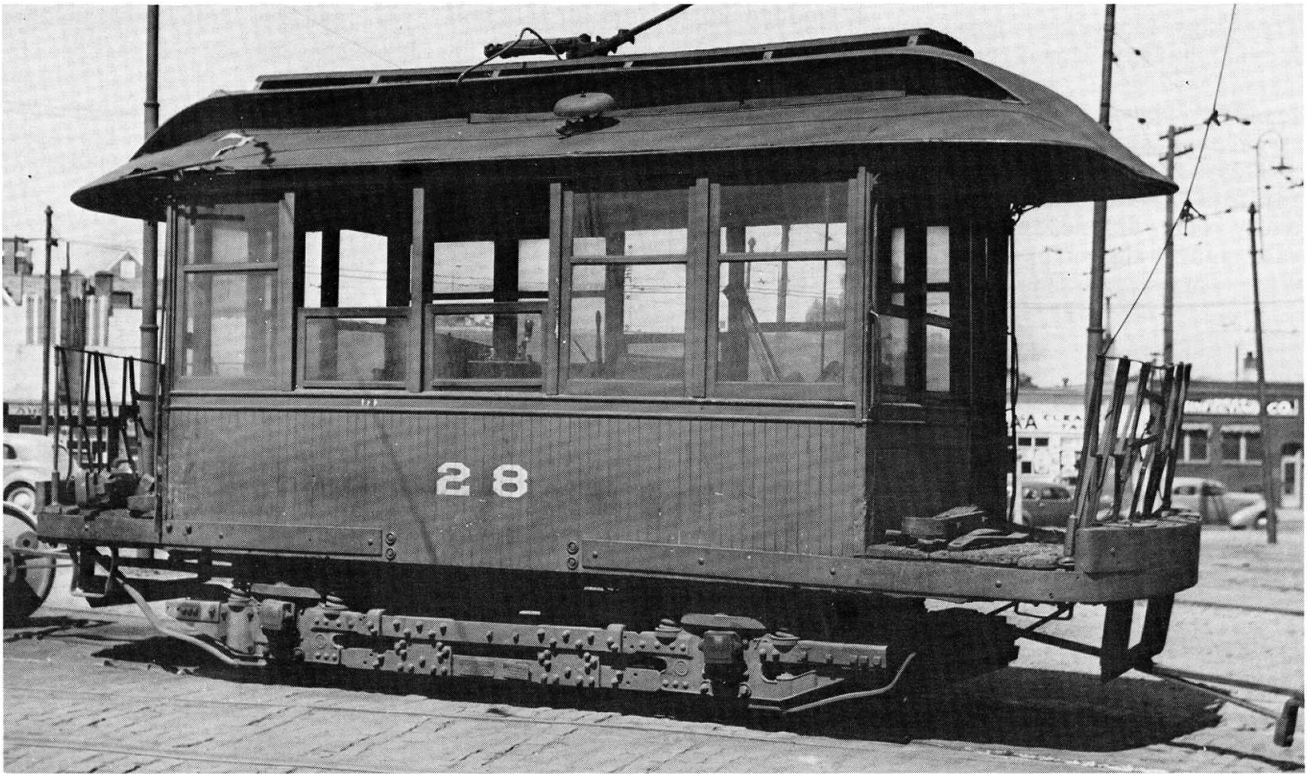
The car was built in the Nicollet Shops in early spring of 1907. It served out of the Nicollet Station for several years. It wound up its service in St. Paul along the Hazel Park and Mahtomedi Lines. Transportation Sales picked the car up in 1953. The Eisten Family was the first owner of 1239. They first had problems hauling the car onto their property, it getting stuck in the mud and instead of the front end facing the lake, the gate side did. A block foundation was built as well as a false roof. Over the years, the Eistens lived there year round, and added three additions.

Judy and Don McVeigh owned 1239 for the last nine years. They used the car as a three-season retreat. This past year they decided they wanted to live permanently in Big Lake, however, the car's floor tends to be cold in the winter. The result was a streetcar for sale. The Museum negotiated with the owners to remove the streetcar and its exterior additions in return for donation of the car. During several weekends this last November, our members tore up and hauled away 65 cubic yards of material to ready the car for removal. January 11th, the car left Big Lake to finally return to the Twin Cities, now resting temporarily on tender trucks in the Roundhouse garage.

No. 1239 was acquired to become a roundhouse static exhibit with the possibility of someday operating the car. The car will be restored to its original standard (gate) configuration. No. 1239 was one of the few that was never modified into a front exit gate car, but went directly from a standard car to a one-man/two-man car in 1935. Restoration has begun.

Please consider giving some time to this project. Work sessions are the First and Third Saturday mornings of each month. Come and enjoy working on a piece of history!

Many thanks to all involved in this recovery project. Thanks go out especially to our demolition crew: John DeWitt, Blair Dollery, Al Jensen, Ray Kilby, Charlie McCarthy, Fred Rhodes, Walt Strobel, Jr., Walt Strobel Sr., and Terry Warner.

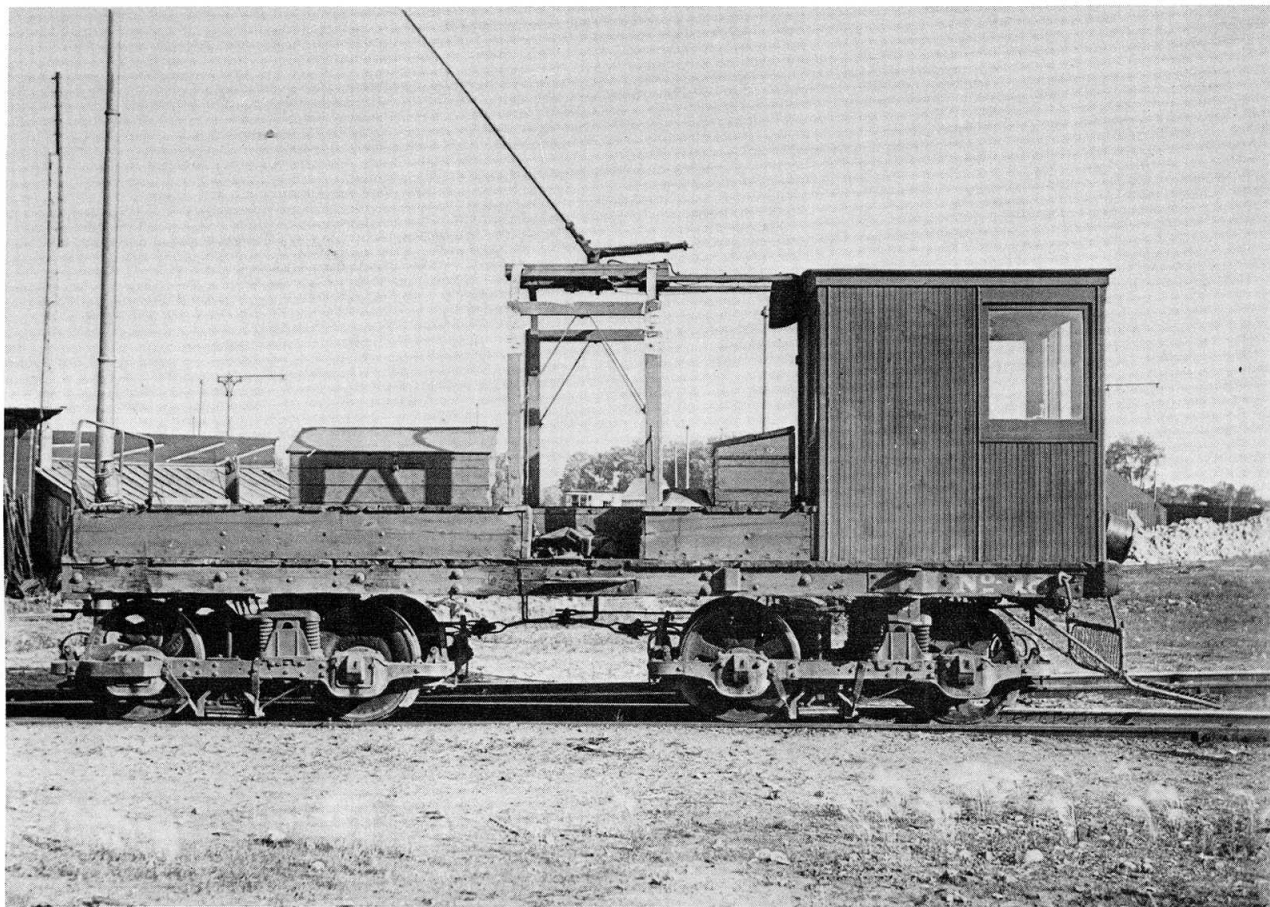


TCRT 28, now relegated to duties as the Snelling Shops Shifter, used to be assigned to the Selby Hill cable system as a counterbalance car. MTM Collection

Rear cover: DSR 78 at the CHSL car barn February ,1988. Hudson Leighton photo



Preceding MTM's own TCRT 1239 by one number, TCRT 1238 is the last existing hold out of the streetcar era at Snelling Shops in January of 1955. Ken Fletcher photo



TCRT Work car no. 18 MTM Collection



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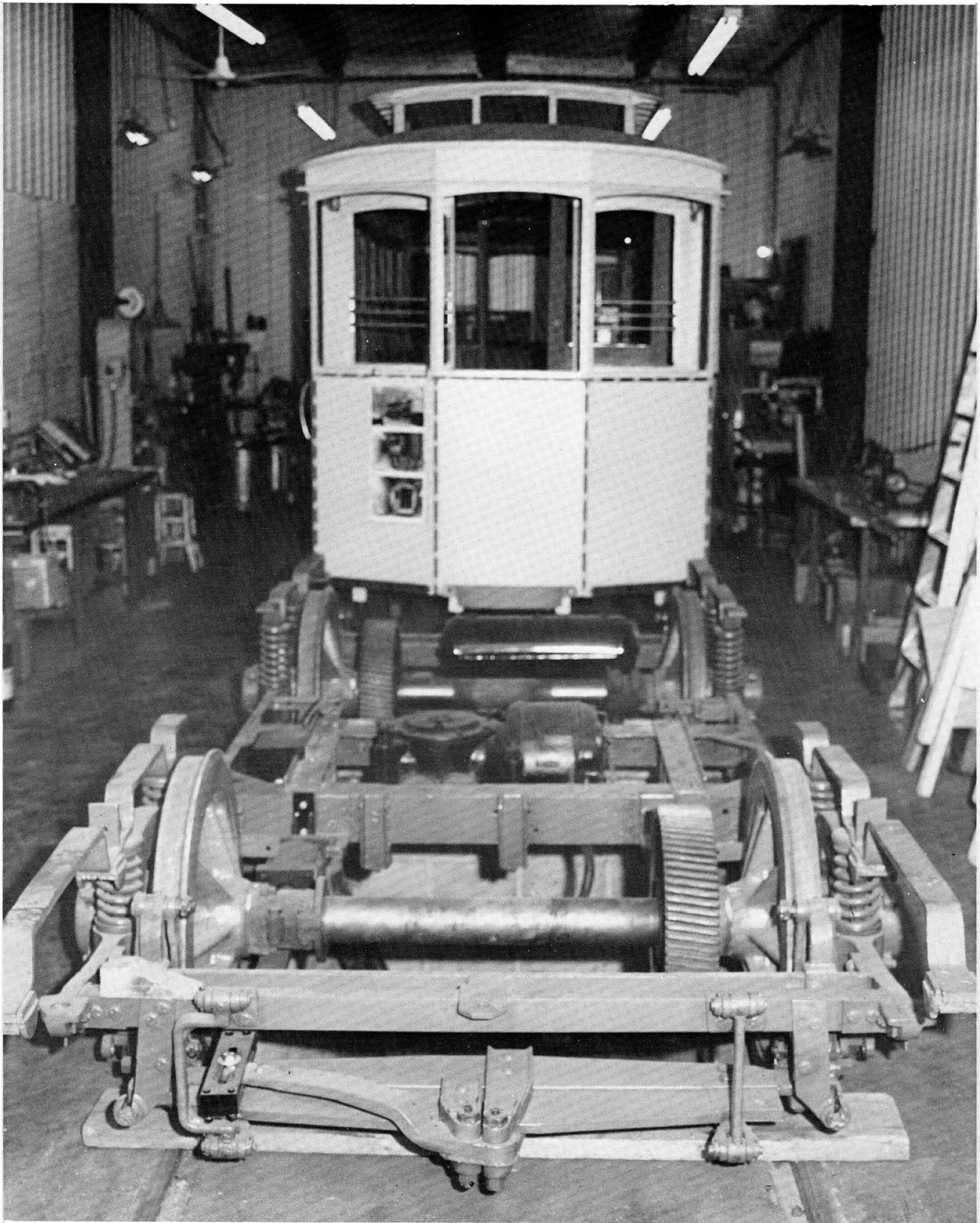
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March 1988



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August 2021

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